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ESTABLISHED 1857

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Hongkong, 29th April, 1909. [467]

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Hongkong, 1st April, 1909. [469]

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[4383-3]

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Hongkong, 16th August, 1909. [4383]

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Hongkong, 26th October, 1906. [623]

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Hongkong, 8th September, 1909.

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ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.
On September 16th, at Shanghai, to Mr. and Mrs. M. WINTER, a son.
On September 16th, at Shanghai, to Mr. and Mrs. O. FRASER, a son.

DEATH.
On September 8th, at Hankow, S. M. STEPHENS aged 63 years.

HONGKONG OFFICE: 10A DES VIEUX ROAD C
LONDON OFFICE: 151, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 21ST 1909.

It is by no means an unprecedented thing that after a search, sometimes extending over centuries, two men should at the same moment, and without previous intercommunication, have made the discovery. The best known instance of such a coincidence, and that which excited at the moment the most interest, was the simultaneous discovery—or rather the place where the discovery was to be made—of the planet Neptune. Two men, one the well-known French astronomer LEVERIER, the other a young and hitherto unknown English mathematician of the name of ADAMS, had at the same time, and all unknown to one another, attacked the hitherto untried problem of discovering from the perturbations, not otherwise accounted for, of the planet Uranus, the place of the suspected perturbator. LEVERIER, with the confidence born of his already well-known position as an astronomer, when he had completed to his own satisfaction his calculations, made them known to the world, and the unknown planet was at once marked down close to the region calculated. ADAMS, as yet unknown in the scientific world, placed his calculations in the hands of AIRY, the Astronomer Royal, and AIRY after a little delay placed them in the care of CHALLIS,

of Cambridge. CHALLIS was cautious; and determined for extra security to map out the entire region which he intended to search. He had actually on two occasions noted the planet on his map, but till he had actually made himself sure of its motion did not care to publish it. The observer to whom LEVERIER had communicated his calculations, finding close to the spot indicated star hitherto unnoticed, at once gave it to the world; so though ADAMS was actually some months ahead, LEVERIER's calculations were the first to be verified and published. Another equally curious instance of two men being engaged at the same moment in important researches of wide world interest occurred in the case of DARWIN and WALLACE, who, perfectly unknown to one another, had evolved a theory of modification of descent under the influence of natural selection. The publication of these notices, supported as they were by two of the most prominent naturalists of the day, has left its impress on the course of human thought ever since. It was, then, nothing out of the course of human experience that two men, without previous communication, should find themselves at the same time in the quest for what for some two centuries has been the goal of every arctic explorer—the search for the North Pole. By a curious coincidence, although it is scarcely ten years since the exploration of the Antarctic continent can be said to have begun in earnest, Lieutenant SHACKLETON very nearly succeeded in snatching for the south the blue ribbon of the polar explorer. It was only then fit that redoubled efforts should be made by the Arctic explorers this year to prevent it going to their junior competitors in the south. Meteorologically the conditions seem this year to have been all in favour of the North. In China, as elsewhere in both Europe and America, the spring of the year was abnormal. In middle China, after long period of drought, at a period when rain usually is predominant heavy rains set in in June, and continued well into July. The Monsoon was unusually late in arriving, and when it did come it never became properly established, the summer being marked all through by variable winds. As often happens in such circumstances these variable winds were accompanied by excessive heat. In America likewise the early summer was marked by excessive heat, while in Europe the spring generally was marked by cold raw weather, and it was not till July that any real summer was experienced. These phenomena unusually accompany a failure, more or less complete, of the Monsoon in India and eastern Asia, and are due to an imperfect circulation of the air, probably arising from a deficient supply of heat from the sun. The same cause seems to have been effective in bringing about a state of calm in polar regions. A period of deficient Monsoon is naturally correlated with circumpolar calms; and this seems to have been more especially the case this spring. As yet we only have meagre information from particularly unsatisfactory telegrams as to what actually happened, but both explorers were able to make unusually long journeys; Dr. COOK, whose narrative arrived first, claims to have averaged sixteen miles a day, and added that he found the ice around the Pole almost undisturbed, which accounted for the long distances he was able to cover. This statement it was that at first cast discredit on the entire narrative. Curiously enough Commander PEARY afterwards telegraphed his disbelief in Dr. COOK's veracity, he has the same tale to tell of long distances covered; he, better equipped, doubtless, having been able to cover thirty miles a day. These are distances unprecedented in Arctic exploration, and the fact that the two narratives mutually confirm one another has gone far to remove the stigma of want of truth. Little, however, as we learn from Dr. COOK's telegrams, as distilled for us through REUTER, we learn still less from the other. COOK seems to claim to have discovered somewhat extensive land somewhere about 87 degrees north, and incidentally REUTER mentions his having on his return stopped in a cave till daylight returned, which is not easy to interpret. The Pole, according to him, is in mid-ocean; PEARY, so far as REUTER favours us, does not mention its being on land or sea, but talks of his having nailed the Stars and Stripes to it in token of its being United States territory, a proceeding not easy to reconcile with its being actually at sea. Lieut. SHACKLETON, it is true, did hoist the British flag within ninety miles of the South Pole, but then this was on Terra Firme, so we seemingly must conclude that REUTER has been dealing in romance on his own account. Still more difficult to explain is the action of President Taft, in announcing his intention to claim the Pole as United States territory,

should it contain anything valuable." Sea is sea, and land is land; and it is not for the PRESIDENT, nor anyone else, to establish territorial rights over the high seas. Doubtless the rest of the world has by this time been placed in possession of sufficiently trustworthy information to be able to form a reasonably clear opinion as to whether or not both of the claimants for the Polar blue ribbon are properly entitled to rank, and after the centuries of fruitless search, they would be pleased to learn that all those engaged have been men of honour as well as of courage and determination.

Only one case of communicable disease was reported during last week, namely, enteric fever.

Colonel Colton, former collector of Customs at Manila, has been appointed governor of Porto Rico.

The fifth meeting of the Hongkong Gymnastics Club is announced to be held on Saturday, October 9th. Five events are set down on the card.

The flags on the German Bank and Club Concordia at Shanghai were half-masted when news was received of the death Mr. Mittell, lately a member of the bank staff at Tientsin and Tsingtao.

In some quarters it is rumoured that Sir Percy Scott, who made the China Squadron famous for its shooting, will return there as the flag officer commanding the squadron at no distant date.

After an absence of eighteen months Sir Haviland Walter de Saumarez, Judge of the H.M.C. Supreme Court for China and Korea, returned to Shanghai last week, accompanied by Lady de Saumarez. They travelled from Home by the Siberian route.

Captain Emil Franke, who was master of the unfortunate Great Northern liner Dakota when she was lost off the Japanese coast, March 4, 1907, has been appointed superintendent for the Northern district of the Pacific Coast Steamship Company.

Five men were arrested in the New Territory on Saturday for being concerned in the murder of the two Indian policemen about a month ago. Supt. Moore of Autan effected the capture. Descriptions have been obtained of three others suspected of having been in the party.

Chungking at the head of the Yangtze Gorges will soon be lighted by electricity. Should the venture prove a success, of which there appears no doubt, a powerful water works plant will also be installed. Messrs. Arnhold, Karberg and Co. are the contractors. The plant is now on the way out.

A case of alleged fraudulent bankruptcy came before the Magistrate yesterday. An oil merchant was accused of endeavouring to defraud his creditors by removing tubs of oil from his shop to premises which he had rented for the purpose of hiding them. The hearing was not concluded yesterday.

The office staff of Messrs. Jardine, Matheson and Company yesterday took possession of the new building which has just been erected on the site of the old office. The new premises are large and commodious and well adapted for office purposes, besides being centrally and conveniently located, and are a striking addition to the architectural features of the city.

Last evening His Excellency the Governor left by the Government launch *Stanley* for Canton to return the official visit of the new Viceroy, His Excellency Yuan Shih-kun. The *Stanley* was accompanied by two torpedo boats. His Excellency will be met at Canton by Mr. H. H. Fox, the acting British Consul-General, who will accompany the Governor on his visit to the Viceroy.

No confirmation has been received at the American Consulate at Shanghai of the rumour recently published in a Boston newspaper that the Hon. Amos P. Wilder, Consul-General for the United States at Shanghai, will probably be appointed to the position of Assistant Secretary of the Treasury, in succession to the Hon. J. B. Reynolds. Dr. Wilder is at present in the States on furlough.

An Indian came before Mr. Hazelton at the Magistrate yesterday on a charge of stealing a promissory note from a Japanese. The latter, it appeared, had borrowed some money from the Indian and signed three promissory notes. The last one was signed on the condition that the others were returned, but the Japanese alleged that the Indian put all three in his pocket. The amount was \$250.

Mr. E. A. M. Williams, Secretary of the Hongkong Cricket Club, writes:—"My Committee desire me to ask you to be good enough to allow them to express through you their most sincere thanks to all those who assisted in any way towards the production of what they believe to have been a successful concert on the night of Saturday, the 18th instant. Not the least of the assistance to which I refer was that of the local Press."

As the result of a quarrel in a Queen's Road restaurant last weekend one man was stabbed and five of his assailants were arrested on a charge of assault. They were remanded on bail, but on Saturday they were all conveyed to the Government Civil Hospital, where the victim's dying depositions were taken. The five men appeared before the Magistrate yesterday on a charge of murder. Mr. Lee d'Almeida Castro appeared for the prosecution, and Mr. Otto Kong Sing appeared for the defence. The case was remanded.

Thursday last was a red-letter day in the annals of the Chinese Company of the Shanghai Volunteer Corps. For the first time in its short history it received Imperial recognition in the form of a banner from H.H. the Prince Regent, who had commissioned Prince Teai Hsun to make the presentation on his behalf.

The preliminary examination of Mr. W. M. Butler Wright, on the charges preferred against him, was to have been held to-day at the British Consular Court at Canton, before Mr. H. H. Fox, the Acting Consul-General, but the steamer *Anhui*, by which the accused is being brought down from Shanghai, has not yet reached Hongkong, the delay being due to typhoons in northern waters.

The Kiangnan Arsenal Dock Co. says the *Shanghai Mercury*, is at present a very busy place. They have on the stocks four tow boats that are being built for the Pohio Conservancy Board; the fifth of five monster caissons for bridge work on the Tientsin-Pukow Railway has just been completed, and it is understood that work will soon be commenced on a small cruise for the Chinese Government, as well as a yacht for the use of the Admiral. In addition the C. M. steamer *Macao* is getting a new rudder, while several coasting vessels are being overhauled.

Mr. A. Tobin, formerly chief clerk in charge of the municipal water office at Singapore, was sentenced last week to three years' rigorous imprisonment on each count of the indictment, the sentences to run concurrently. The charge had reference to three sums of \$50, \$60 and \$15. Accused's Counsel in pleading for as light a sentence as possible mentioned that Tobin was the son of a general in the British Army, was educated at Dublin University and for a short time himself held a commission in the Army. He was foolish enough to get married on a small salary, had one child, and his wife was in a delicate condition. He had previously got into trouble through contracting debts with cheties. The prisoner received his sentence stoically, but Mrs. Tobin fainted and had to be borne from the room by two European sergeants.

Eighteen foreign ships, representing 29,196 net tons, entering Cebu during August made that month one of the busiest in the history of that port. The total receipts for the month were P18,214.26. On account of the new export regulations which were put in force last month, a loss of P\$8,140.04 was suffered on hemp alone. Under the old regulations the receipts would have been P240,284.30 instead of what they were. For a while, says a Manila contemporary, on account of the new tariff law which required goods to be brought to the Philippines in one bottom to be entered free, the outlook was rather gloomy for Cebu. Now, however, merchants are beginning to be more hopeful, as the Blue Funnel Steamship Company has announced that their steamers from Tacoma will make Cebu a regular port of call. This will give Cebu a steamer from the United States every twenty-eight days. It is also hoped by the merchants that these arrangements may be made with New York steamers in the future.

Miss Webster, while bathing at Peitaiho, the *China Times* of 10th inst. says, got out of her depth, and being seized by current or tide, found herself in difficulties. Mrs. Rowland Wade, who was also bathing, went to her assistance, and the cries of both ladies brought to their aid the Rev. A. Bryson and Mr. Vliegenthart; while Mr. Sly, who was walking on the beach, also entered the water and swam in his clothes and boots to assist the ladies.

Mr. Sly first reached them, and then Mr. Bryson and Mr. Vliegenthart came up. Miss Webster had sunk twice, and was unconscious, and Mrs. Wade was phonically holding her up and keeping her head out of water. Mr. Bryson relieved her of this task, and took Miss Webster ashore, while Mr. Vliegenthart and Mr. Sly assisted Mrs. Wade to land. Mrs. Rowland Wade, however, was the chief heroine of the incident, it being to her prompt efforts in the first instance that Miss Webster owes the preservation of her life, and it is said that already steps have been taken to obtain for Mrs. Wade the medal of the Royal Humane Society.

OPERATION OF THE LIQUOR LAW.

Yesterday a representative of the *Daily Press* had an interview with Lieut. Beckwith, a citing Harbour Master, and Superintendent of Imports and Exports, with reference to the operation of the liquor law. He stated that there would be no seizure unless they found people attempting to smuggle, say, if it was found that liquor came in labelled as "provisions" or something of the sort. At present all that would be done would be to inform consignees that duty would be collected on the liquor consigned to them. Naturally it would take some time before the law became generally known, and therefore they did not intend to harass the trade in the slightest degree. The Chinese, he added, were somewhat apprehensive about the operation of the new law, but he intended holding a meeting with the leading members of the native community at the Tung Wah Hospital and explaining to them what was to be done. Asked if there was anything in bond yet, he replied that there were 500 cases. Some discussion had taken place as to the consignment of liquor on board the steamer *Peshawur*, which arrived in port from Singapore on Friday evening, but as the vessel entered the Colony before the law was passed, the liquor could not be held liable to duty.

How to BE GRACIOUS.—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charmant and Special Skin Tonic and Poultice. Lait Charmant will enable you to do it. How Specialists for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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TELEGRAMS.

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[DAILY PRESS EXCLUSIVE SERVICE.]

H. M. S. "CLIO."

SHANGHAI, September 20th.

H. M. S. *Astrea*, has left Shanghai suddenly, and it is understood that she has gone to search for H. M. S. *Clio*, due in Hongkong four days ago.

Incoming steamers report that the typhoon is unabated.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

THE BUDGET.

THE GOVERNMENT AND THE HOUSE OF LORDS.

LONDON, September 18th.

The "News of the World" states that the Chancellor of the Exchequer will to-morrow announce in the House of Commons substantial concessions to land-owners under the Income Tax provisions of the Finance Bill, as the outcome of a discussion with a deputation which waited upon Mr. Lloyd George.

The deputation was headed by the Earl of Onslow, acting as peacemaker, and they submitted a scheme which it is believed will lead to an understanding between the Government and the House of Lords.

LONDON, September 20th.

The Rt. Hon. Mr. Lloyd George admits that he will make a statement to-day which he hopes will remove the grievance of the agricultural landlords.

AUSTRIAN NAVAL ESTIMATES REDUCED.

LONDON, September 20th.

The Austro-Hungarian Ministry has reduced the naval estimates by £1,160,000 sterling.

THE HARVEST IN ENGLAND.

LONDON, September 20th.

The dry weather during the last few days has done much to restrain the threatened ruin of the crops reported on the 14th inst.

MACAO.

[FROM OUR CORRESPONDENT.]

THE CHANGE OF GOVERNOR.

H. E. Senator Rocadas is leaving here on the 24th inst., proceeding to Hongkong by the gunboat *Patria*. His Excellency and family embark on the French mail steamer at Hongkong. Our new Governor, Senator Eduardo Marques, is coming up on the *Patria* from Hongkong on Tuesday, the 21st inst.

Some recent happen

CORRESPONDENCE.

THE LIQUOR TAX.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS".]

DEAR EDITOR.—I am not clever, like Mr. Garner, but I thought if I asked you some questions you would perhaps print my letter. I asked Mr. Garner and he couldn't tell me.

Why didn't the Government ask Mr. Garner to make the new law all by himself? It seems silly to have made such a mess of it when he could have done it so easily and so much better. The two men who tried to help must feel beastly sick with themselves, if they have seen Mr. Garner's letter.

What does Mr. Garner mean when he says his interest in the "trade" of the Colony amounts to £1,000 in a month, and a little while after he says he has no axe to grind? Has he finished them all? I feel quite sorry for him. What is Mr. Garner? Daddy says he's a traveller. I thought he sold whisky. Anyhow I think he's awfully clever, don't you? He must be a very kind man, too, because he thinks so much of other people, especially the small shops whose whisky. Perhaps he's a philanthropist. I think it's awfully kind of the Shanghai people to let Mr. Garner come down to Hongkong to teach the Governor and everybody how to make the laws, and I am sure they must thank him very much. I wonder when he's going back?—Yours truly,

TOMMY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS".]

Sir.—Would it be called impertinence on any one's part if the following deductions were to be published in your valued paper?

The Colony has for the last few weeks been intensely interested in the Liquor question, and the varied opinions of experts or others, consumers and producers, have disclosed remarkable facts which may be not only interesting but astounding to the so-called "Friends of China," who are so solicitous for the welfare of its inhabitants. In the first place, in the discussions at the Legislative Council it was stated that a revenue of seven to eight hundred thousand dollars annually can be raised by taxing liquors within an area of about 350 square miles. The greater proportion of the revenue being collected within a tenth part of the area. What then will be the aggregate value of the spirits and liquors imported into Hongkong? Assuming that the taxation on liquor is about 40 per cent. ad valorem and the revenue seven or eight lakhs of dollars, a calculation of the total value of the intoxicating liquor annually consumed in the Colony gives us a figure in the neighbourhood of \$200,000. Taking a mean average of \$2½ as the cost per gallon we find that the consumption amounts to between 800,000 and 900,000 gallons a year for a population of about 350,000—or about 2½ gallons per head. If these figures approximately represent the position as regards intoxicating liquors to-day, what will the consumption amount to when the Chinese are entirely deprived of opium?

According to the able report prepared by Mr. Clementi less than two per cent. of the Chinese population of the Colony are opium smokers. The average cost of opium per head therefore works out at 15 to 20 cents. But, notwithstanding this high percentage of cost as compared with that of alcohol, there is not a single smoker who has been reduced to extreme poverty or has even been haled up before "His Honour" and given free-quarters at His Majesty's Sanitorium in Hollywood Road.

Er pazzat! I may point out that the figures arrived at by Mr. Clementi are almost identical with those arrived at thirty years ago, when a similar agitation took place. Though there has been a large increase in the value of opium, yet its rate of consumption has been a constant figure during these thirty years.

Now, Sir, reflecting on these facts, will not every reasonable person arrive at the conclusion that it is nothing short of sheer cant and rank hypocrisy to shut our eyes to the fact that the mischief that has been done in Parliament by the "Friends of China" is and will be the cause of the ruin of our beautiful Colony? At no distant date living in Hongkong will not only be extremely expensive, but intolerable; for with the gradual abolition of opium there will come an increasing consumption of liquor (in spite of the duties) which will necessitate the building of more lunatic asylums, goals, and reformatory, and call for more policemen to keep the peace of the place. All this, Sir, means money: whence is it to come from? The ratepayer. Poor ratepayer. Are not these facts palpable truths?

Should it not be an object lesson to our legislators at home who, though avowedly free-traders, have by their anti-opium policy not only opened the way to an increasing demand for alcoholic stimulants with all their attendant evils in the Colony, but have driven the Colonial Government to adopt an economic policy diametrically opposed to their views?—Yours,

D.S.G.

THE MISSING "Clio".

No news has reached the Colony yet concerning the fate of H.M.S. *Clio*. There is still the faint hope, however, that she may have been disabled in the typhoon, and that she may now be drifting about awaiting assistance. It seems improbable that she reached shelter before the storm, otherwise news of her whereabouts would now be to hand. We understand that H.M.S. *Kestrel* is endeavouring to communicate with the *Clio* by means of wireless telegraphy, in order to get early news concerning the missing ship.

TYphoon at Foochow.

A disastrous typhoon occasioning tremendous loss of life and considerable damage to property visited the neighbourhood of Foochow last Wednesday. It is estimated that 1,000 persons at least met their deaths either by drowning or through being crushed in the collapse of houses, and probably this number will be found to be an under-estimate.

The typhoon struck the city about 2:30 on Wednesday and continued with unabated severity until seven o'clock, when it began to moderate. The darkness of night invested the storm with even greater terror than would have been the case had it taken place in daylight, but by dawn it was seen that the dread visitor had wrought unspeakable havoc.

The small craft, as was to be expected, suffered the most. About eighty per cent. of the lighters of the port were destroyed, while a large number of sampans were smashed up against the rocky coast. The stone jetty at the Custom House was partly washed away, and the large vessels at the Pagoda Anchorage had a trying time. The Douglas steamer *Haiyang*, drift from her moorings, but fortunately her second anchor held. The force of the wind can be imagined from the experience of one of the officers, who, when he went on deck at the height of the storm had his oilskin blown into ribbons. Two Japanese steamers rode safely through, as did the China Merchants' steamer *Haiyun*, but the Chinese cruiser *Haiyi*, the flagship of the Admiral, dragged her anchors and struck the rock above the Custom House, twisting her rudder post. She then got into difficulties, but was beached on a mud bank. Twenty-one of her crew are believed to have jumped overboard when she grounded and were drowned. Another cruiser flying the yellow dragon entered the anchorage. This was the *Haiyan*, which had an adventurous time on the voyage from Hongkong. She could not keep up steam, her fires being extinguished, but the fact that she made the anchorage indicates that she must have been well handled.

The damage to property was very extensive. Houses were unroofed, windows were blown in, and doors torn from their hinges, while large ornamental trees were uprooted. The full extent of the destruction wrought by the typhoon has not been ascertained yet, but it is not improbable that even greater damage has been done. The cables and telegraph services have all been broken down and Foochow is cut off from communication both with north and south.

A MURDER DISCLOSED BY MONKEYS.

A STRANGE STORY.

A correspondent of the *Sayaji Vijaya*, a Marathi weekly of Bombay, gives a stirring account from Yohkraj, a village in the Medha Taluka of the Sholapur district of that Presidency. It is related that a monkey-man of the Dom caste went to the village with three monkeys and a goat. That was his sole stock in trade, and the poor man lived on the proceeds of his goat held on the road. Some villagers of the place asked him to give them the goat to eat, but he declined and pleaded poverty. He answered, he extrapolated, no, but all in vain. He at last offered them £2 of his savings, and tried his best to induce them to leave him alone, but the villagers would have nothing of the sort. At last they forcibly took his goat, killed it and devoured it. They then carried the poor man to the jungle and murdered him. He was buried in a secluded spot. All the while these villagers were

CLOSELY WATCHED BY THE THREE MONKEYS.

One of them stationed itself on a tree near the spot where his master was buried. Another followed the murderer to the village and carried away the skin of the goat to an adjacent tree. On the arrival of the Police Patel or village headman the third monkey approached him and began pulling his dhoti and making gestures to clear that the Patel followed its lead. This faithful guide carried him to the exact spot where the Dom was buried and began excavating the remains. The watch monkey also came down from the tree and helped its mate to the best of its power. As soon as the corpse became visible the Police Patel understood the story. The two little anthropoids then again caught hold of the Patel's dhoti, led him to the house of the man who was chiefly responsible for the murder, and attacked him with their teeth and nails. At this juncture the third guardian of the helpless Dom came down with the skin of the devoured goat and furiously attacked the same man. The accused and his mute prosecutor, the monkeys—the soldiers of Rama of yore—are all in the Sholapur fort awaiting criminal investigation. Hundreds of people are going to the fort to have a look at

THE FAITHFUL LITTLE ANIMALS.

whose glorious ancestors gave victory to Rama over Ravana, King of Ceylon. The Magistrate had fixed the 24th next as a day of the trial and the Court Inspector expected a large concourse of the people to see how these little animals would give their evidence and stand the cross-examination.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 5:55 p.m.—Black North Cone and Drift hoisted.

The typhoon is on the coast to the South of Amoy. It is apparently moving now towards W.S.W.

On the 20th at 6:50 a.m.—Signal lowered.

At 12:05 p.m.—The barometer has risen over China and the Philippines, and fallen in Japan. The typhoon has been filling up since yesterday morning. It exists now as a shallow depression off the S. coast of China.

Pressure is low to the North of Japan. It is high over the Pacific in the neighbourhood of the Bonins.

Fresh & strong N.E. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (*) Same as No. 1.

South coast of China between Hongkong and Lantau. Same as No. 1.

Hongkong and Kaiman. Same as No. 1.

Hongkong and Kaiman. Same as No. 1.

(*) N.E. winds, freshening; squally, showery.

COMPANY REPORT.

THE DOUGLAS STEAMSHIP COMPANY LIMITED.

The Report for presentation to the shareholders at the twenty-sixth ordinary general meeting, next Saturday, is as follows:—

The general managers have now to submit to the shareholders their report on the twenty-sixth year's working of the company, ending June 30th, 1909.

After paying all running expense premia of insurance, remuneration to the consulting committee and auditors' fees there remains a balance at credit of profit and loss account of \$1,311.54, which with the approval of shareholders will be transferred to the reserve fund; from which, in order to provide for depreciation of the company's properties it is proposed to take the sum of \$35,950.33.

The reserve fund will then stand at \$230,000.

The depression in trade referred to in the last report has been accentuated during the period under review, and while cargo has been scarce, competition on our line has been keener than ever in face of the unfavourable condition of shipping in the East generally, and rates of freight have had to be reduced in consequence.

Accidents to the *Haiching* and *Hainan* during the year entailed their withdrawal from the line for a considerable period and have affected earnings appreciably, while the high price of fuel has also been a serious factor against profitable working; the amount expended on this account being considerably in excess of that of previous years.

The steamers and other properties of the Company are in first class order.

The amounts appearing as "freight due" and "accounts receivable" have since been collected.

Consulting Committee.—The Committee now consists of Mr. J. W. C. Bonnar, Hon. Mr. J. Greson and Mr. B. Shaw, who retire in terms of the Articles of Association, but offer themselves for re-election.

Auditors.—The Accounts for the first six months have been audited by Messrs. A. R. Lowe and W. H. Potts and for the final six months by Messrs. W. H. Potts and E. A. M. Williams, the latter acting for Mr. Lowe.—Messrs. Lowe and Potts now retire, but offer themselves for re-election.

Douglas, Lapraik & Co., General Managers.

PROFIT AND LOSS ACCOUNT.

For the year ended 30th June, 1909.
To dividend paid for year ending 30th June, 1908, \$50,000.
To amount written off for depreciation for year ending 30th June, 1908, 23,462.04

To exchange account	\$73,462.04
To general interest account	4,341.47
To audit fees	2,330.44
To remuneration to consulting committee for 12 months	2,000.00
To remuneration to general managers for office expenses, for 12 months	10,000.00
To loss on running the company's steamers during the year	5,032.68
To balance	1,311.54
	\$99,178.17
By balance of profit and loss account, 30th June, 1908	\$73,462.04
By interest on mortgages	24,570.84
By oral account	1,452.23
	\$99,178.17

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1909.

LIABILITIES.	
Capital account	\$1,000,000.00
Reserve fund	264,381.79
Underwriting s/c of the Company	100,589.73
Unpaid bonus	138.00
Unpaid dividends	381.50
Profit and loss a/c	92,076.32
	\$1,311.54
ASSETS.	\$1,459,135.93
Value of the Co.'s steamers— <i>Haiyan</i> , <i>Haihun</i> and <i>Haiyang</i> \$1,106,580.00	
Additions since made	2,207.00
	\$1,108,787.00
Less amount written off as received at the last general meeting	21,000.00
	\$1,087,787.00
Value of buoys and moorings at Swallow, Amoy, Tamsui and Hongkong, as per last report	\$31,425.69
Additions since made	2,450.00
	\$33,287.69
Less amount written off as received at the last general meeting	2,462.04
	\$31,425.65
Loans on mortgage	215,000.00
Hongkong & Shanghai Bank (current account)	26,878.56
Trade account receivable from agencies, &c.	49,018.83
Cash in hand	577.77
Unexpired tonnage dues	1,443.56
Coal a/c stock in hand	2,920.00
	\$1,459,135.93

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Lianz* left Shanghai on the 19th inst., and is due here to-morrow.

The C. & M. Co.'s str. *Zefiro* left Manila on the 20th instant, and is due here to-morrow at day-light.

The F. & O. str. *Sornal* left Singapore for this port on the 19th instant at 3:30 a.m., and is due here on the 24th instant at about 6 a.m.

The Bank Line str. *Oceano* sailed from Kobe on the 20th inst., for Hongkong via ports of call.

The str. *Vine Branch* sailed from Sydney on the 10th inst., and is expected to arrive here on about the 25th inst.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT).

LONDON, August 25th.

LONDON "UP."

London is "up" just now. All those who are considered to constitute Society are gone to the moors to shoot or to Continental spas to cleanse themselves of the effects of the season. The streets also are "up," as is usual in this metropolis at this time of the year. One hears that "London is empty now" but those of us who remain don't notice it, and truly we are a patient crowd to stand without protest the noise and small and delays incidental to this road repairing. The story goes that two jovial blades who had arrived from the Colonies set themselves to study the natives here, and were amazed at their patient long-suffering in the matter of such worries as this road disruption. So they disguised themselves as workmen, took a pick, a length of cord and a few stakes and, proceeding to Ludgate Circus, they solemnly (and leisurely drove in the pug and tied up a big stretch of roadway as if for repairs. Then they retired to see what would happen. For two days the traffic swept round the barriers directed by the police, before anybody started to inquire into the why and the wherefore of the obstruction. The story is like enough to the facts to be true.

THE STREET TRAFFIC.

But we may get better by and by in our traffic arrangements. I suppose everybody who has gone along the Street and Ludgate Hill by bus or cab has been held up by the cross current of traffic at Ludgate Circus and Wellington Street. There is a revived agitation just now for a trial of the "gyratory" system, whereby instead of stopping each stream of traffic alternately, all would go on at once, but at such junctions there would be circular motion. That is to say the traffic at these junctions would all revolve round the centre till the circles they

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special Business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS Codes: A.B.C.
P.O. Box, 33 Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club Pavilion on TUESDAY, the 28th Sept., 1909, at 5.15 p.m.

By Order,

E. A. M. WILLIAMS,
Secretary.

Hongkong, 21st September, 1909. [1222]

LOST.

A BOUT 16th inst., LIVER POINTER, with White marking on front of Chest, about 8 months old. Name and address of owner on Collar. Finder will be rewarded.

De. BELLIOS.

3, Century Crescent, Kennedy Road, Hongkong, 21st September, 1909. [1223]

BEKENNTMACHUNG.

J N der Nachlassrede des am 18. August 1909 hier verstorbenen Kaufmanns

EBERHARD ALEXIS ROESE werden alle, die Ansprüche an den Nachlass zu haben glauben, aufgefordert, ihre Forderungen bis zum 15. November 1909 bei dem auf Antrag der Erben gesetzlich bestellten Nachlaßverwalter Herrn Kaufmann JUAN FOCKE in Swatow anzumelden.

Ebenso werden Schuldner des Verstorbenen aufgefordert, ihre Zahlungen an den genannten Nachlaßverwalter zu leisten.

KAISERLICH DEUTSCHES KONSULAT, Swatow, den 16. September 1909. [1224]

E. R.

NOTICE IS HEREBY GIVEN that SEALED TENDERS will be received at the Colonial Secretary's Office until NOON, on MONDAY, the 27th September, 1909, for the letting of Crown Land opposite the Central Market, for 3 years from 1st November, 1909.

Each Tender must bear on the cover the words "Tender for Lease of Crown Land opposite the Central Market" and must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$500.00 as a pledge of the bond fide of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the particulars and conditions of letting, should the tender be accepted.

Forms of Tenders can be obtained from the Director of Public Works. Further particulars of letting as published in the *Gazette* of 17th instant, can also be seen at the Public Works Office.

Hongkong, 21st September, 1909. [1225]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 22nd inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 20th September, 1909. [16]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Seaman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1175]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—

C. SCHROETER,

King's Buildings, IIIrd.

Hongkong, 1st September, 1909. [1140]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address— "GOOD VIEW"

Care of "Daily Press" Office.

Hongkong, 14th September, 1909. [50]

GRACA & CO.

No. 27 DES VŒUX ROAD,

Dealers in

POSTAGE STAMPS

AND

PICTORIAL POST CARDS.

Just Received, a Selection of

POSTAGE STAMP ALBUMS

With MOVEABLE LEAF.

Impress Pocket Books, Magnifying Glasses.

Watermark Detectors. Nickel Tweezers.

"Pearless" Stamp Hinges, &c., &c.

Inspection invited.

[1220]

SINGON & CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale

and Retail Ironmongers. Pig Iron and

Foundry Coke Importers. General Store-

keepers and Shippers. Nos. 35 & 37, Hing-

Loong Street, (2nd Street, west of Central

Market) Telephone No. 515. [533]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO. LTD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 25th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to 25th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co.,

General Managers.

Hongkong, 8th September, 1909. [185]

GREEN ISLAND CEMENT CO. LTD.

A N INTERIM DIVIDEND of THIRTY-FIVE CENTS per Share for the Six Months ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from 13th to the 25th September, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th September, 1909. [1176]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subjoined resolution will be proposed.

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

RESOLUTIONS.

That the Articles of Association be altered in manner following:

(a) In Article 55 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 56 the word "Three" shall be substituted for the word "Ten."

NG LI HING,

General Manager.

Dated the 14th day of September, 1909. [1205]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on THURSDAY, the 23rd inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers-bearers for the ensuing year, &c.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1175]

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue \$100.00 each) was held in the Hongkong Club House on SATURDAY, the 18th September, 1909, where the following Debentures were drawn for Redemption:

8 426 875 1126 1676
42 456 941 1245 1719
71 501 962 1277 1722
76 524 963 1420 1744
113 526 976 1445 1753
129 545 995 1468 1780
157 576 1024 1477 1804
186 582 1033 1500 1812
257 601 1049 1513 1851
272 740 1052 1520 1898
341 803 1067 1524 1908
364 832 1068 1590 1950
376 835 1120 1596 1996

and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on THURSDAY, the 30th September, 1909, in exchange for surrender of same.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 18th September, 1909. [1214]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock, Noon, at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 18th September, 1909. [1214]

HONGKONG JOCKEY CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 18th September, 1909. [1215]

ASAHII

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS

MITSUI BUSSAN KAISHA.

[1223]

INTIMATIONS

E. R.

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On MONDAY, the 20th September—

From Stonemasons' West and Central in a South-Western direction, at ranges up to 10,700 yards, commencing at 9 A.M. and finishing at 1 P.M.

On THURSDAY, the 23rd September—

From Pakshaw in a North-Eastern direction, at ranges up to 6,500 yards, commencing at 7 P.M. and finishing at 10 P.M.

On FRIDAY, the 24th September—

From Stonemasons' West in a Western direction, at ranges up to 10,700 yards, commencing at 9 A.M. and finishing at 1 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieut. R.N.

Harbour Master, &c.

Hongkong, 17th September, 190

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA."

Captain Kniesel having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-day. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERKA LINIE.

Hongkong Office.

Hongkong, 14th September, 1909. [1204]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Indian."
From Calcutta, ex s.s. "Japan."
From Persian Gulf, or B. I. S. N. and
B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here, unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 21st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 15th September, 1909. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BENDOREAN,"
FROM ANTWERP, LEITH, MIDDLESE-
BRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned or before the 29th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBE, LIVINGSTON & CO., Agents.

Hongkong, 15th September, 1909. [1206]

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"INDRASAMHA."

Captain T. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23rd inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 17th September, 1909. [1213]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 24th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 18th September, 1909. [1]

MR ASQUITH'S STATEMENT
ON IMPERIAL DEFENCE.

Mr. Asquith, in reply to a question from Mr. Long, made his promised statement last month upon the conclusions reached by the Conference on Imperial Defence. Questions of naval and military policy have been somewhat overshadowed of late by the acute domestic controversy which at present absorbs the energies and embitters the life of members of Parliament; but public opinion has not lost its sense of the deep importance attaching to the deliberations of this subsidiary Imperial Conference, and it will, we believe, whatever its views upon other proceedings of Mr. Asquith's Government, do justice to the wisdom, tact, and foresight with which the Admiralty and the War Office alike have approached this difficult and complex task. From the conclusions announced by Mr. Asquith it is plain that the Conference has marked a definite advance in the organisation of the Empire for defence. Difficult ground has been cleared, and valuable progress made; and although in all cases the practical measures agreed to by the delegates must necessarily await endorsement by their respective Parliaments, it will, we believe, be generally recognized, both in this country and in the Dominions concerned, that the Conference brings us definitely in view of a practicable and effective system of co-operation in both naval and military defence. It was only to be expected that the naval should be more striking than the military conclusions arrived at by the Conference—not, indeed, because less valuable work has been done by the War Office than by the Admiralty, but because the lines of military development had already been fixed before the meeting of the Conference, by the acceptance given throughout the Dominions to the principle of an Imperial General Staff. In the first instance, the military problem was attacked by a military conference, which took place at the War Office and resulted in an agreement upon certain general principles laid down by the General Staff for consideration by the delegates. The substance of these proposals, which will be published in due course, was that the military forces of the Empire should, without prejudice to the principle of local control, be standardised as far as possible in training, equipment, transport, and all the essentials of readiness for war. The detailed application of these proposals was then considered by a sub-committee of experts representing the War Office and the various Dominions and presided over by Sir William Nicholson, acting for the first time in the capacity of Chief of the Imperial General Staff. Complete agreement was reached by the sub-committee, and its conclusions were afterwards endorsed both by the main Conference and by the Committee of Defence, which sat for the purpose, as already announced, under the presidency of the Prime Minister.

The naval problem presented to the Conference was more difficult. It had to decide upon the best use to which could be applied the Dreadnoughts offered with such inspiring patriotism by New Zealand and Australia; and it had, moreover, to elaborate proposals for the creation of the local naval forces contemplated by Australia and Canada. The manner in which these offers of aid have been co-ordinated reflects in our opinion, the greatest credit upon the Committee of Defence and the Admiralty. In conformity with the system laid down by the Conference, we are glad to observe, with the suggestion thrown out in these columns at the time the offers were made, the New Zealand and Australian Dreadnoughts are to take the shape of cruisers stationed where they will be seen by the people to whose Imperial patriotism their construction will have been due. The Australian Dreadnought will take the shape of an Indomitable, designed to form part of a fleet-unit owned and controlled by the Australian Government. In addition to this Indomitable, the fleet-unit will consist of three fast protected cruisers of the Bristol type, six "River" class destroyers, and three submarines, to be built out of Australian supplemented by Imperial funds. When completed, this unit will form part of a Pacific squadron, which will also include an East India Fleet-unit and a China Fleet-unit similarly composed. The New Zealand Dreadnought will take the shape of an Indomitable, but as the New Zealand Government does not desire to take the responsibility for creating or maintaining a local fleet, it will become the flagship of the China unit, which, like the East India unit, will be under Admiralty control. Since, however, the separation of the present Australian Squadron by a fleet-unit controlled entirely by the Australian Government will deprive New Zealand of the periodical visits from ships of the Royal Navy which she now enjoys, it has been arranged that a part of the China unit, consisting probably of a Bristol and some destroyers, will be based upon Wellington. The present New Zealand subsidy will continue to be paid, and will be applied towards the maintenance of this unit. Canada, in view of her "sea-board" is not to construct a fleet-unit of the same kind, but she will lay the foundations of a local fleet by proceeding with the acquisition of cruisers of the Bristol type and impenetrable "River" class destroyers, according to the amount of money which may be found available. These ships, as they are built, will be stationed partly on the Atlantic and partly on the Pacific seaboard. It is also understood that Canada will continue the maintenance of the dockyards at Halifax and Esquimalt, and that in due course the Commonwealth Government will likewise make itself responsible for the dockyard at Sydney.

Broadly regarded, these proposals are, in our opinion, such as to justify the high expectations which have been based upon the assembling of the Conference. We welcome in particular the proposal for the creation of a Pacific Squadron. Consisting as it will of two fleet-units, the East India and the China, owned and controlled by the Admiralty, and of an Australian fleet-unit, owned and controlled by the Government of the Commonwealth, it will realise the suggestion put forward in these columns at the first meeting of the Conference, for the formation of an Imperial Cruiser Squadron, with which should be co-ordinated the units locally controlled by the Governments of the Dominions. The Admiralty is most strongly to be congratulated on the almost immediate practical effect which it has thus given in the Pacific to the principle of joint responsibility for Imperial purposes without sacrifice of local control. We believe that these proposals will be endorsed with enthusiasm in both New Zealand and Australia, since they seem to the peoples of both the means of active and direct participation in naval defence without departure from the forms which a majority in either country approves. They will, we hope, commend themselves to both sections of the Australian Parliament, since they accord completely with the principle of an Australian-owned fleet responsible for showing the British flag in the South Pacific, to which Mr. Fisher, the leader of the Labour party, declared his adhesion in the early part of the year. They are proposed, moreover, not only suitable to present conditions, but capable of logical and systematic

expansion in accordance with that ideal of free co-operation between kindred nations owning allegiance to one Crown, which all the mental and moral strength of Imperial statesmanship is now set to realize. For that reason, the influence of these proposals must extend beyond the actual limits of the problem of defence. They mark the opening of a new period in Imperial history, which can have but one ending, if we realize in time that not only must we combine for the defense of common interests, but also make sure of having common interests to defend.—London Morning Post.

Apollinaris

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AND
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[1958-1]

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For Particulars apply to

H. OISHI,
Manager,No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [655]1024
SOUTH MANCHURIA RAILWAY CO.SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORE MARU" and "SAIKIO MARU" (2,877 tons each)

NORTH-BOUND.

Leave—Shanghai (Steamer) ...	Thursday	Saturday or Sunday
Arrive—Dairen () ...	Saturday	Monday or Tuesday
Arv.—Mukden ...	11 a.m.	"
Ar.—Changchun ...	9.15 p.m.	"
Ar.—Changchun (Russian Train)*	5 a.m.	Monday
Ar.—Harbin () ...	6.35 a.m.	Wednesday
Ar.—Harbin () ...	3 p.m.	Saturday
Connecting at Harbin with		
State Express for Moscow.	State Express for St. Petr.	Wagon-Lits from Moscow.

Leave—Harbin (Russian Train)*	Thursday	Saturday
Arrive—Changchun () ...	6 p.m.	"
Ar.—Mukden ...	7 p.m.	"
Ar.—Dairen ...	2.30 a.m.	"
Ar.—Dairen (Steamer) ...	afternoon.	Sunday
Ar.—Shanghai () ...		Friday

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON

SHIPPING.

ARRIVALS.

ADMIRAL DUERRE, French str., 3,144, J. Martin, 20th Sept.—Singapore 14th Sept. General—Messageries Maritimes.
ARAGONIA, German str., 5,321, (C. May, 20th September—Shanghai 17th Sept., General—Hamburg-Amerika Line.
ATSUTA MARU, Japanese str., 5,224, Wm. Thompson, 20th Sept.—Shanghai 17th Sept., General—Nippon Yusen Kaisha.
BUYUN MARU, Japanese str., 1,304, Y. Fuzono, 20th Sept.—Shanghai, Amoy, Foochow and Swatow 19th Sept., General—Osaka Shosen Kaisha.
CARL DIEDERICHSSEN, German str., 774, J. Kayser, 20th Sept.—Pakhoi via Hoikhoi 19th September—General—Johann & Co.
FEICHING, Chinese str., 930, Newberry, 19th Sept.—Shanghai 16th Sept., General—C. M. S. N. Co.
FRITHJOF, Norwegian str., 891, O. Andersen, 20th Sept.—Haiphong 17th Sept., General—Langard, Thorsen & Co.
GERMANIA, German str., 205 Sept.—Canton.
HAIYANG, British str., 1,362, Hodges, 19th Sept.—Foochow and Amoy 18th Sept., General—Douglas, Lapraik & Co.
HALDIS, Norwegian str., 1,065, Selberg, 19th Sept.—Bangkok and Swatow 18th Sept., General—Chinese.
KUMSANG, British str., 2,078, E. J. Buller, 19th September—Calcutta, Penang and Singapore 14th Sept., General—Jardine, Matheson & Co.
LYNDHURST, British ship, 2,249, Parnall, 20th Sept.—New York 15th May, Kerosene—Standard Oil & Co.
YUNSAN, British str., 1,123, P. H. Rolfe, 20th September—Manila 17th September, General—Jardine, Matheson & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
20th September.
Aragon, German str., for Singapore.
Choua, German str., for Swatow.
Chuusing, British str., for Saigon.
Germania, German str., for Hongkong.
Glenfalloch, British str., for Amoy.
Kiang Fau, Chinese str., for Chinkiang.
Kowloon, German str., for Saigon.
Singan, British str., for Holloway.

DEPARTURES.

20th September.
CHARLESTON, American flagship, for Manila.
CLEVELAND, American cruiser, for Manila.
DENVER, American cruiser, for Manila.
FEICHING, Chinese str., for Canton.
GALVESTON, American cruiser, for Manila.
HUICHOW, British str., for Canton.
INDEASANHA, British str., for Shanghai.
TAISHUN, Chinese str., for Shanghai.

SHIPPING REPORTS.

The French str. *Amiral Duerrre* reports: Heavy rain with low pressure amidst the Paras Islands.

The British str. *Kumsang* reports: Moderate S.W. monsoon experienced to 18 degrees N.; light Northerly winds thence to port.

The British str. *Haiyang* reports: Light airs overcast and fair. Sept. 15th, 3 a.m. to 7 a.m. at Foochow; typhoon passed within 20 miles, doing considerable damage ashore and afloat especially at Foochow city.

VESSELS IN DOCK.

September 20th.
ABERDEEN DOCK.—
KOWLOON DOCK.—*Sorogon*, On Lee, H.M.S. *Cadmus*, H.M.S. *Sunderland*.
COSENTOPIAN DOCK.—

TAIKOO DOCK—*Ningpo*, St. Enoch, Omphale, Phu Yen.

VESSELS ON THE BERTH



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STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
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THE Company's Steamship

"NIPPON," Captain Tarabochi, will be despatched as above or about the 23rd September.
This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Princes' Buildings, Hongkong, 23rd August, 1909. [3]

"SHINE" LINE OF STEAMERS, LTD. FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE," Captain G. C. Cudby, will be despatched as above or on or about the 25th inst.

For Freight or Passage apply to JARDINE, MATHESON Co., Ltd., Agents, Hongkong, 5th September, 1909. [1172]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, "SURUGA" ... On 4th Oct. FOR BOSTON AND NEW YORK, "ATHOLL" ... About 16th Oct.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 16th September, 1909. [1193-1129]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE Ports every fortnight. For Freight and further particulars, apply to

DODWELL & Co., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1909. [9]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A" nearest Hongkong "B" midway between Hongkong and Kowloon "C" and those vessels berthed at the Kowloon Wharf "D" w.e.t. together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cudby	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
LONDON & VIA SUEZ PORTS ON CALL	DELTA	Brit. str.	—	B. W. H. Snow	HAMBURG-AMERICA LINER	On 2nd Oct., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	E. W.	Ruisnel	HAMBURG-AMERICA LINER	On 31st Oct.
HAVRE & ROTTERDAM, & HAMBURG, &c.	SPANIA	Ger. str.	E. W.	Wagner	HAMBURG-AMERICA LINER	On 29th Inst.
HAVRE & HAMBURG VIA STRAITS, &c.	CELESTE	Ger. str.	E. W.	Habel	HAMBURG-AMERICA LINER	On 19th Oct.
COPENHAGEN & BALTIQUE PORTS	CATHAY	Brit. str.	E. W.	W. H. S. Hill, R.N.E.	HAMBURG-AMERICA LINER	On 10th Oct.
MARSILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BOANE	Brit. str.	E. W.	P. O. S. N. Co.	HAMBURG-AMERICA LINER	To-morrow, at 4 P.M.
MARSILLES, 2d, VIA POETS OF CALL	FRENTE	Jap. str.	E. W.	MESAGERIES MARITIMES	HAMBURG-AMERICA LINER	On 23rd inst., at 4 P.M.
MARSILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	E. W.	NIPPON YUSEN KAISHA	HAMBURG-AMERICA LINER	On 29th inst., at D'light
MARSILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	E. W.	NIPPON YUSEN KAISHA	HAMBURG-AMERICA LINER	On 18th Oct., at D'light
AMERIA	ATLANTIC	Brit. str.	E. W.	DODWELL & Co., LTD.	HAMBURG-AMERICA LINER	On 17th Oct.
TRANQUEBAR	ATLANTIC	Jap. str.	E. W.	Wm. Thompson	HAMBURG-AMERICA LINER	End of 22nd inst.
ATSUTA MARU	ATLANTIC	Ats. str.	E. W.	E. Turabohia	HAMBURG-AMERICA LINER	About 25th inst.
DEEPFLINGER	ATLANTIC	Brit. str.	E. W.	E. Zaobar	HAMBURG-AMERICA LINER	On 25th inst., at 4 P.M.
SUBUA	ATLANTIC	Brit. str.	E. W.	MELCHERS & Co.	HAMBURG-AMERICA LINER	To-day.
ARAGONIA	ATLANTIC	Brit. str.	E. W.	DODWELL & Co., LTD.	HAMBURG-AMERICA LINER	About 16th Oct.
ATHOLL	ATLANTIC	Brit. str.	E. W.	S. Shotton	CANADIAN PACIFIC R. CO.	On 25th inst., at 6 P.M.
EMPERESS OF INDIA	ATLANTIC	Brit. str.	E. W.	DODWELL & Co., LTD.	CANADIAN PACIFIC R. CO.	On 2nd Oct.
MONTRAGLE	ATLANTIC	Brit. str.	E. W.	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 21st Oct., at Noon.
TANGO MARU	ATLANTIC	Jap. str.	E. W.	K. Sato	CANADIAN PACIFIC R. CO.	On 12th Oct., at 4 P.M.
AKI MARU	ATLANTIC	Jap. str.	E. W.	H. Yamamoto	CANADIAN PACIFIC R. CO.	On 2nd Oct., at Noon.
ACI MARU	ATLANTIC	Jap. str.	E. W.	TOKA SHOGEN KAISHA	CANADIAN PACIFIC R. CO.	On 28th Oct., at Noon.
HONGKONG MARU	ATLANTIC	Jap. str.	E. W.	TOKA SHOGEN KAISHA	CANADIAN PACIFIC R. CO.	On 23rd Oct., P.M.
TAIWAN MARU	ATLANTIC	Jap. str.	E. W.	L. Dawson	BUTTERFIELD & SWINE	About 16th Oct.
KUMANA MARU	ATLANTIC	Jap. str.	E. W.	D. Winchell	BUTTERFIELD & SWINE	On 23rd inst., at 4 P.M.
PRINZ SIGISMUND	ATLANTIC	Jap. str.	E. W.	D. Lenox	BUTTERFIELD & SWINE	On 30th inst., at Noon.
YAWATA MARU	ATLANTIC	Jap. str.	E. W.	T. Seike	BUTTERFIELD & SWINE	On 8th Oct., at D'light
KITARO MARU	ATLANTIC	Jap. str.	E. W.	F. E. Cope	BUTTERFIELD & SWINE	On 29th Oct., at Noon.
COBLENZ	ATLANTIC	Jap. str.	E. W.	H. Raegener	BUTTERFIELD & SWINE	On 23rd Oct., P.M.
WAKASA MARU	ATLANTIC	Jap. str.	E. W.	N. Nielsen	BUTTERFIELD & SWINE	About 16th Oct.
YAWATA MARU	ATLANTIC	Jap. str.	E. W.	NIPPON YUSEN KAISHA	BUTTERFIELD & SWINE	On 1st Oct., at 5 P.M.
JIROBOSA	ATLANTIC	Jap. str.	E. W.	P. Moonoy	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon.
CHIPIUNG	ATLANTIC	Jap. str.	E. W.	E. Forsyth	BUTTERFIELD & SWINE	Quick despatch.
HUCHOW	ATLANTIC	Jap. str.	E. W.	Dowson	BUTTERFIELD & SWINE	On 28th inst., at 4 P.M.
KWENTANG	ATLANTIC	Jap. str.	E. W.	F. Wheeler	BUTTERFIELD & SWINE	On 25th inst., at 4 P.M.
WINGSAW	ATLANTIC	Jap. str.	E. W.	H. G. Walker	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
LUETZOV	ATLANTIC	Jap. str.	E. W.	C. Dowers	MELCHERS & Co.	To-morrow, at 4 P.M.
BUJUN MARU	ATLANTIC	Jap. str.	E. W.	Y. Fusono	OSAKA SHOGEN KAISHA	About 22nd inst.
ANHUI	ATLANTIC	Jap. str.	E. W.	R. A. Peters	BUTTERFIELD & SWINE	To-morrow, at 10 A.M.
TRANQUEBAR	ATLANTIC	Dan str.	E. W.	Williams	BUTTERFIELD & SWINE	On 23rd inst., at 4 P.M.
SOMALI	ATLANTIC	Jap. str.	E. W.	Hildebrandt	MESAGERIES MARITIMES	About 23rd inst.
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	L. E. S. Spier, R.N.E.	HAMBURG-AMERICA LINER	On 27th inst., at D'light
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	R. Smith	BUTTERFIELD & SWINE	On 29th inst., P.M.
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	Bradley	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	J. Hoff	BUTTERFIELD & SWINE	On 2nd Oct., at 4 P.M.
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	P. S. Parker	JARDINE, MATHESON & Co., Ltd.	On 19th Oct., at Noon.
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	K. Sugi	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	H. Moriwaki	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 10 A.M.
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	Hodgins	BUTTERFIELD & SWINE	On 26th inst., at 10 A.M.
SHANGHAI	KOBE & YOKOHAMA	Jap. str.	E. W.	J. W. Evans	Douglas LaFaire & Co.	To-day, at 2 P.M.
SWATOW	KOBE & YOKOHAMA	Jap. str.	E. W.	W. C. Pasmore	Douglas LaFaire & Co.	To-morrow, at 2 P.M.
SWATOW	KOBE & YOKOHAMA	Jap. str.	E. W.	Jameson	BUTTERFIELD & SWINE	On 25th inst., at 2 P.M.
SWATOW	KOBE & YOKOHAMA	Jap. str.	E. W.	Panefather	BUTTERFIELD & SWINE	On 24th inst., at 4 P.M.
HAITANG	KOBE & YOKOHAMA	Jap. str.	E. W.	P. H. Edder	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
HAIKING	KOBE & YOKOHAMA	Jap. str.	E. W.	A. W. Underbridge	BUTTERFIELD & SWINE	On 25th inst., at 3 P.M.
MANILA	KOBE & YOKOHAMA	Jap. str.	E. W.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at 4 P.M.
MANILA	KOBE & YOKOHAMA	Jap. str.	E. W.	R. W. Almond	BUTTERFIELD & SWINE	On 2nd Oct., at Noon.
MANILA	KOBE & YOKOHAMA	Jap. str.	E. W.	Mathias	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
MANILA	KOBE & YOKOHAMA	Jap. str.	E. W.	A. Mocke	BUTTERFIELD & SWINE	On 24th inst., at 4 P.M.
CEBU & ILOILO	KOBE & Y					

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLE, LONDON and ANTWERP via SINGAPORE	BORNEO	[4 P.M., 22nd] Freight and Sept. Passage	
PORE, PENANG, COLOMBO, and PORT SAID	Capt. W. H. S. Hall		
SHANGHAI, MOJI, KOBE and SOMALI		About 25th Freight and Sept. Passage	
SHANGHAI and YOKOHAMA	Capt. R. A. Peters		
HIMALAYA		About 30th Freight and Sept. Passage	
LONDON via USUAL PORTS	DELTA	Noon, 2nd See Special Oct. Advertisement	
	Capt. E. W. H. Snow		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th September, 1909.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean,
Levantines, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA	29th Sept.	HOMeward.
S.S. BELGRADIA	SS SPEZIA ...	29th Sept.
S.S. SILESIA	SS HAMBURG ...	
S.S. BRISGAVIA	S.S. C. FERD. LABISZ ...	4th Oct.
S.S. SILVIA	SS RAVEN, BREMEN & HAMBURG ...	1st Nov.
S.S. SEVUIA	SS NICOMEDIA ...	13th Oct.
S.S. SENEGAMBIA	SS AMBRIA ...	17th Oct.
S.S. SITHONIA	SS LIBERIA ...	31st Oct.
S.S. SCANDIA	FOR BOSTON & NEW YORK	
S.S. BRASILLA	SS ARAGONIA ...	21st Sept.
S.S. SEGOVIA		

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 20th September, 1909. Hongkong Office.

12

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).
S.S. HONGKONG MAEU ... 6000 tons gross ... Sail Oct. 26th, at Noon.
S.S. MANSHU MARU ... 5000 " " Dec. 10th, at Noon.
S.S. AMERICA MARU ... 6000 " " Feb. 5th, 1910, at
Noon.

For particular apply to

K. MATSUI, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 16th September, 1909. [462]

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

**PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.**

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	HITACHI MARU, Capt. N. Mattheison, 7,000	WED'DAY, 29th Sept., at Daylight.	
YOKOHAMA and KOBE	KANAGAWA MARU, Capt. J. Nagao, 6,500	WED'DAY, 13th Oct., at Daylight.	
SEATTLE, via SHANGHAI	S TANGO MARU, Capt. S. Ishikawa, 8,000	TUESDAY, 28th Sept., at 4 P.M.	
MOJI, KOBE, YOKKAICHI, and YOKOHAMA	S AKI MARU, Capt. K. Sato, 7,000	TUESDAY, 12th Oct., at 4 P.M.	
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winckler, 6,000	THURSDAY, 30th Sept., at Noon.	
YOKOHAMA and KOBE	YAWATA MARU, Capt. T. Sekine, 5,000	FRIDAY, 29th Oct., at Noon.	
BOMBAY, via SINGAPORE, and COLOMBO	KITANO MARU, Capt. F. E. Cope, 9,000	TUESDAY, 23rd Sept., at 4 P.M.	
NAGASAKI, KOBE and YOKOHAMA	TAKASAKI MARU, Capt. A. Mockler, 5,000	TUESDAY, 23rd Sept., at 4 P.M.	
KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, 5,000	WED'DAY, 29th Sept., at Noon.	
SHANGHAI, MOJI and KOBE	WAKASA MARU, Capt. N. Nilsson, 6,500	FRIDAY, 1st Oct., at 5 P.M.	
KOBE	TOTOMI MARU, Capt. R. Smith, 4,500	SATURDAY, 2nd October.	

Fitted with New System of Wireless Telegraphy. ♦ Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

**EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.**

FOR GENOA, MARSEILLE, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. Wm. Thompson). About Wed. 22nd Sept.

MIYASAKI MARU (Capt. T. Murai) - - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. Cope) - - About Wed. 17th Nov.

HIRANO MARU - (Capt. H. Frase) - - About Wed. 15th Dec.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,

MANAGER. [15-93]

Hongkong, 17th September, 1909.

1076

E. A. HEWETT,
SUPERINTENDENT

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY.

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS. REG.

"PRINZESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. GROSCH.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. PAHNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. v. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early Booking Recommended;

For Particulars, apply to

1226 MELCHERS & CO.,
GENERAL AGENTS.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLE S. AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due
to	HONGKONG	from COLOMBO to MARSEILLE & LONDON	MARSEILLE (Brindisi 2 days earlier)
Steamer	1 P.M. SATURDAY	Steamer	SATURDAY
ARCADIA ... 7,000	February 5	MANTUA ... 11,000	March 5
ASSAYE ... 5,000	February 19	CHINA ... 8,000	March 25
DELTA ... 6,000	March 5	MALWA ... 11,000	April 2
MACEDONIA 16,500	March 19	(Through Steamer calling at BOMBAY)	April 16
DEVANHA ... 8,000	April 2	MONGOLIA ... 10,500	April 22
ASSAYE ... 6,000	April 16	MARMORA ... 10,500	May 6
DELTA ... 5,000	April 30	MOREA ... 11,000	May 20
DELHI ... 8,000	May 14	MOOLTAN ... 10,000	June 3

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.00 SINGLE. £105.14 RETURN.

2nd £42.82 " £72.12 "

In addition to the above "Mail Steamers" the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
		about
SYRIA ...	January	March
SUMATRA ...	February	March
NYANZA ...	February	April
SUNDA ...	March	May
MALTA ...	March	June
SAEDINIA ...	May	July
NORE ...	May	July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE.
FARES TO LONDON (Including Surtax):
1st SALOON £55.00 SINGLE. £82.10 RETURN.
2nd £38.10 " £57.4 ".

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to

1076 E. A. HEWETT,
SUPERINTENDENT

OSAKA SHOSEN KAISHA.
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and
fastest route from the Pacific Coast to Chicago). Taking cargo on
through Bills of Lading to all Overland Common Points in the U.S.A.
and Canada, also to the principal ports in Mexico, Central and South
America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES</th

